

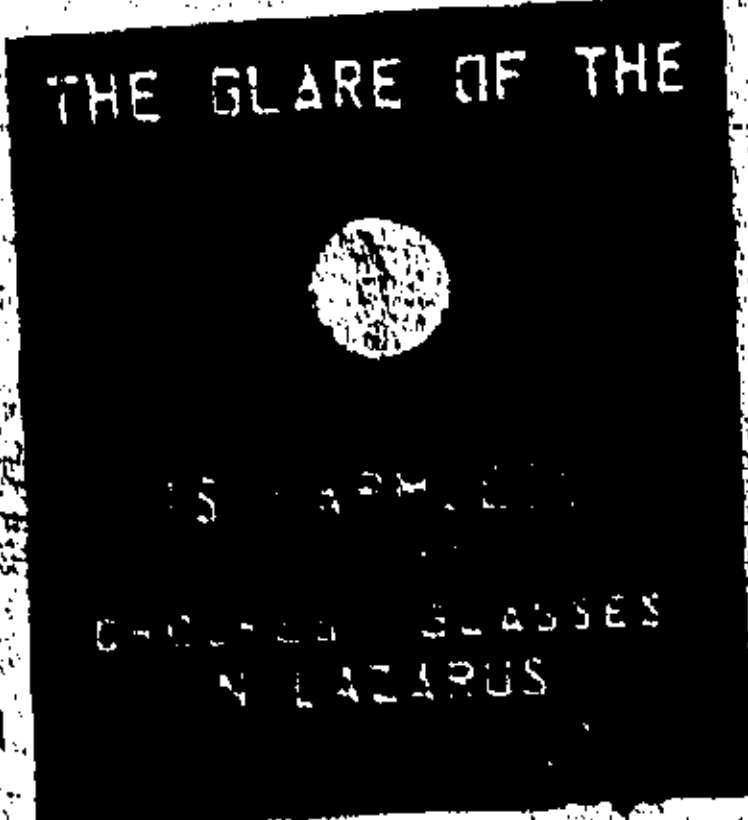
MASON'S



Hongkong Daily Press

ESTABLISHED 1887

Registered as a Newspaper at the General Post Office in the United Kingdom.



No. 19,045. 號五十四零千九萬一第. 日四十月五年未己. HONGKONG, WEDNESDAY, JUNE 11th, 1919. 三拜禮. 號一拾月六年捌國民華中. Price, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 75 lbs. net.
In Bags 42 1/2 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.

AQUARIUS WATERS.

Shipped by the

AQUARIUS CO.,

SHANGHAI.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

15, QUEEN'S ROAD CENTRAL.

Telephone No. 75.

CARTRIDGES! CARTRIDGES!

NEWLY ARRIVED.

SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
with E. O. Powder, a powder
which gives universal satisfaction.
THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 6-4, Beaconsfield Arcade.

A LING & CO.

15, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE

Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1213.

SHAK TRAMWAY COMPANY

LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00	to 9.30	" 10 "
9.30	to 11.00	" 15 "
11.30	to 12.45 p.m.	" 15 "
12.45 p.m.	to 1.15	" 15 "
1.15	to 1.45	" 15 "
1.45	to 2.15	" 15 "
2.15	to 3.00	" 15 "
3.00	to 5.00	" 10 "

Night Cars.

1.50 p.m., 3.00 p.m., 3.30 p.m.
3.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAY.

Extra Car—12.00 Midnight

SUNDAY.

7.30 a.m.	to 10.30 a.m.	Every 15 minutes
10.30	to 11.30 a.m.	" 10 "
11.30	to 12.00 noon	" 10 "
12.00 noon	to 1.00 p.m.	" 10 "
1.00 p.m.	to 3.00	" 15 "
3.00	to 5.00	" 15 "
5.00	to 6.30	" 15 "
6.30	to 8.00	" 10 "

Night Cars.

As on Week Days.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
Season and party tickets available for all
our not already full running at the time
stated in the Company's "Time-table," but not
transported on any one day, and are subject to
the usual conditions of the Company's Office. No return
tickets will be issued, and payment therefor
has been made in Cash, or by Cheque, or
by Company's Order, representing Bank
Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7th, 1918, and further Notice.

DOWN TRAINS.

Station	No. 1 Express Local	No. 2 Express Local	No. 3 Express Local	No. 4 Express Local	No. 5 Express Local	No. 6 Express Local	No. 7 Express Local	No. 8 Express Local	No. 9 Express Local	No. 10 Express Local	No. 11 Express Local	No. 12 Express Local	No. 13 Express Local	No. 14 Express Local	No. 15 Express Local	No. 16 Express Local	No. 17 Express Local	No. 18 Express Local	No. 19 Express Local	No. 20 Express Local	No. 21 Express Local	No. 22 Express Local	No. 23 Express Local	No. 24 Express Local	No. 25 Express Local	No. 26 Express Local	No. 27 Express Local	No. 28 Express Local	No. 29 Express Local	No. 30 Express Local	No. 31 Express Local	No. 32 Express Local	No. 33 Express Local	No. 34 Express Local	No. 35 Express Local	No. 36 Express Local	No. 37 Express Local	No. 38 Express Local	No. 39 Express Local	No. 40 Express Local	No. 41 Express Local	No. 42 Express Local	No. 43 Express Local	No. 44 Express Local	No. 45 Express Local	No. 46 Express Local	No. 47 Express Local	No. 48 Express Local	No. 49 Express Local	No. 50 Express Local	No. 51 Express Local	No. 52 Express Local	No. 53 Express Local	No. 54 Express Local	No. 55 Express Local	No. 56 Express Local	No. 57 Express Local	No. 58 Express Local	No. 59 Express Local	No. 60 Express Local	No. 61 Express Local	No. 62 Express Local	No. 63 Express Local	No. 64 Express Local	No. 65 Express Local	No. 66 Express Local	No. 67 Express Local	No. 68 Express Local	No. 69 Express Local	No. 70 Express Local	No. 71 Express Local	No. 72 Express Local	No. 73 Express Local	No. 74 Express Local	No. 75 Express Local	No. 76 Express Local	No. 77 Express Local	No. 78 Express Local	No. 79 Express Local	No. 80 Express Local	No. 81 Express Local	No. 82 Express Local	No. 83 Express Local	No. 84 Express Local	No. 85 Express Local	No. 86 Express Local	No. 87 Express Local	No. 88 Express Local	No. 89 Express Local	No. 90 Express Local	No. 91 Express Local	No. 92 Express Local	No. 93 Express Local	No. 94 Express Local	No. 95 Express Local	No. 96 Express Local	No. 97 Express Local	No. 98 Express Local	No. 99 Express Local	No. 100 Express Local	No. 101 Express Local	No. 102 Express Local	No. 103 Express Local	No. 104 Express Local	No. 105 Express Local	No. 106 Express Local	No. 107 Express Local	No. 108 Express Local	No. 109 Express Local	No. 110 Express Local	No. 111 Express Local	No. 112 Express Local	No. 113 Express Local	No. 114 Express Local	No. 115 Express Local	No. 116 Express Local	No. 117 Express Local	No. 118 Express Local	No. 119 Express Local	No. 120 Express Local	No. 121 Express Local	No. 122 Express Local	No. 123 Express Local	No. 124 Express Local	No. 125 Express Local	No. 126 Express Local	No. 127 Express Local	No. 128 Express Local	No. 129 Express Local	No. 130 Express Local	No. 131 Express Local	No. 132 Express Local	No. 133 Express Local	No. 134 Express Local	No. 135 Express Local	No. 136 Express Local	No. 137 Express Local	No. 138 Express Local	No. 139 Express Local	No. 140 Express Local	No. 141 Express Local	No. 142 Express Local	No. 143 Express Local	No. 144 Express Local	No. 145 Express Local	No. 146 Express Local	No. 147 Express Local	No. 148 Express Local	No. 149 Express Local	No. 150 Express Local	No. 151 Express Local	No. 152 Express Local	No. 153 Express Local	No. 154 Express Local	No. 155 Express Local	No. 156 Express Local	No. 157 Express Local	No. 158 Express Local	No. 159 Express Local	No. 160 Express Local	No. 161 Express Local	No. 162 Express Local	No. 163 Express Local	No. 164 Express Local	No. 165 Express Local	No. 166 Express Local	No. 167 Express Local	No. 168 Express Local	No. 169 Express Local	No. 170 Express Local	No. 171 Express Local	No. 172 Express Local	No. 173 Express Local	No. 174 Express Local	No. 175 Express Local	No. 176 Express Local	No. 177 Express Local	No. 178 Express Local	No. 179 Express Local	No. 180 Express Local	No. 181 Express Local	No. 182 Express Local	No. 183 Express Local	No. 184 Express Local	No. 185 Express Local	No. 186 Express Local	No. 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Express Local	No. 641 Express Local	No. 642 Express Local	No. 643 Express Local	No. 644 Express Local	No. 645 Express Local	No. 646 Express Local	No. 647 Express Local	No. 648 Express Local	No. 649 Express Local	No. 650 Express Local	No. 651 Express Local	No. 652 Express Local	No. 653 Express Local	No. 654 Express Local	No. 655 Express Local	No. 656 Express Local	No. 657 Express Local	No. 658 Express Local	No. 659 Express Local	No. 660 Express Local	No. 661 Express Local	No. 662 Express Local	No. 663 Express Local	No. 664 Express Local	No. 665 Express Local	No. 666 Express Local	No. 667 Express Local	No. 668 Express Local	No. 669 Express Local	No. 670 Express Local	No. 671 Express Local	No. 672 Express Local	No. 673 Express Local	No. 674 Express Local	No. 675 Express Local	No. 676 Express Local	No. 677 Express Local	No. 678 Express Local	No. 679 Express Local	No. 680 Express Local	No. 681 Express Local	No. 682 Express Local	No. 683 Express Local	No. 684 Express Local	No. 685 Express 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MOUTRIE'S PIANOS

TO
HIRE
FROM
\$10
Per MONTH.

TUNING AND REGULAR ATTENTION
INCLUSIVE.



Ready-to-wear

WHITE GABERINETTE
TROUSERS
(Unshrinkable)

London made, perfect in cut and workmanship, well fitting

\$11.50 per pair.

EVERY REQUISITE FOR TENNIS WEAR

MACKINTOSH
& CO., LTD.

Men's Wear Specialists,

16, DES VŒUX ROAD.

Telephone 29.

The "EL PALACIO" CIGARS

of distinction

Well-known for their flavour and aroma.

THE EGYPTIAN FAVOURITES

Theodore Vafiadis

A. G. Consis & Co.'s

CIGARETTES.

Sole Agent:

THE HONGKONG CIGAR STORE
CO., LTD.

Hotel Mansions.

Tel. 151.

CORONET

TO-NIGHT
at 5.15 and 9.15 p.m.
LILIAN GISH

"SOLD FOR MARRIAGE"

"Dirty Work in a Laundry"

BRITISH GAZETTE NOS. 523-9.

The Coronet has now installed four extra exhaust fans, which means that the air is completely renewed every five minutes.

Booking at ROBINSON'S.

CREATION OF THE LEAGUE. JAPAN'S ATTITUDE.

Speaking at the plenary session of the Peace Conference, on April 28th, when the report of the League of Nations Commission was under consideration, Baron Makino (Japan), speaking in English, said:—

I had first, on February 10th, an opportunity of submitting to the Commission on the League of Nations our amendment to the Covenant, embodying the principle of equal and just treatment to be accorded to all nations who happen to be the nationals of the States which are deemed advanced enough and fully qualified to become members of the League, making no distinction on account of race or nationality.

On that occasion I called the attention of the Commission to the fact that the race question being a standing grievance which might become acute and dangerous at any moment it was desirable that a provision dealing with the subject should be made in this Covenant. We did not lose sight of the many and varied difficulties standing in the way of a full realization of this principle, but these were not insurmountable, I said, if sufficient importance were attached to the consideration of various misunderstandings between different peoples, which might grow to an uncontrollable degree.

It was hoped that the matter would be taken in hand on such an opportunity as the present, when what was deemed impossible before was about to be accomplished. Further, I made it unmistakably clear that the question being of a very delicate and complicated nature, involving the play of deep human passion, the immediate realization of the ideal equality was not proposed, but that the clauses presented enunciated the principle only and left the actual working of it in the hands of different Governments concerned; that, in other words, the clause was intended as an invitation to the Governments and peoples concerned to examine the question more closely and seriously and to devise in a fair and accomplishing spirit means to meet it.

Attention was also called to the fact that the League being, as it were, a world organization of nations against war—in cases of aggression nations suitably placed militarily and politically independent of a fellow member—that this meant that a national of a State member must be ready to share military expenditure for the common cause, and, if needs be, sacrifice his own person.

In view of these new duties, I remarked, arising before him as a result of his country entering the League, each national would naturally feel, and in fact demand, that he be placed on an equal footing with the people whom he undertakes to defend, even with his own life. The proposed amendment, however, was not adopted by the Commission.

On February 14th, when the draft Covenant was reported at a plenary session of the Conference without the insertion of our amendment, I had the privilege of expressing our whole-hearted sympathy and readiness to contribute our utmost to any and every attempt to found and secure an enduring peace of the world. At the same time I made a reservation that we would again submit our proposition for the consideration of the Conference at an early opportunity.

At the meeting of the Commission on April 11th, I proposed the insertion in the preamble of the Covenant of a phrase endorsing the principle of equality of nations and the just treatment of their nationals. But this proposal again failed to be adopted by unanimity, although it obtained, may I be permitted to say, a clear majority in its favour. This modified form of amendment was the outcome of an attempt to conciliate the viewpoints of different nations.

Now that it has been decided by the Commission that our amendment, even in its modified form, would not be included in the draft Covenant, I feel constrained to revert to our original proposal to declare clearly our position in regard to this matter. The principle we desire to see acted upon in future relationship between nations was set forth in our original amendment as follows:—

"The equality of nations being a basic principle of the League of Nations, the High Contracting Parties agree to accord, as soon as possible, to all alien nationals of States members of the League equal and just treatment in every respect, making no distinction, either in law or in fact, on account of their race or nationality."

It is our firm conviction that the enduring success of this great undertaking will depend much more on the hearty espousal of loyal adherence than the various peoples concerned would give to the noble ideals underlying the organization than on the acts of the respective Governments that may change from time to time. In an age of democracy peoples themselves must feel that they are the trustees of this work, and to feel so they must first have a sure basis of close harmony and mutual confidence.

If just and equal treatment is denied to certain nationals it would have the significance of a certain reflection on their quality and status. Their faith in the justice and righteousness which are to be the guiding spirit of the future international intercourse between the members of the League may be shaken and such a frame of mind, I am afraid, would be most detrimental to that harmony and co-operation upon which foundation alone can the League now contemplated be securely built. It was solely and purely from our desire to see the League established on a sound and firm basis of good will, justice, and reason that we have been compelled to make our proposal. We will not, however, press for the adoption of our proposal at this moment.

In closing, I feel it my duty to declare clearly on this occasion that the Japanese Government and people feel poignant regret at the failure of the Commission to

(Continued at foot of next column.)

LIBERATION OF TRADE. REMOVAL OF CONTROLS.

The Board of Trade announced that, as the result of War Cabinet decisions, all controls on the sale and distribution of commodities exercised under the Defence of the Realm Regulations by the Admiralty, the War Office, the Ministry of Munitions, and the Board of Trade, would cease at the latest on May 31st, with the undermentioned exceptions:—

Egyptian cotton (to be continued till July 31st, 1919)
Flax
Flax seed
Fuel and gas
Glass
Hay and straw
Leather and leather materials (partial)
Petrol (orders as to vouchers and returns)
Pittswood timber
Potash
Tungsten ore
Turpentine substitute
Wool (This is a limited control in respect of Australian and New Zealand wool).

Restrictions on imports and exports, which had already been largely removed, were the subject of special action by Government, and were not covered by this announcement.

A WORLD-WIDE VOICE. PLEA FOR INTERNATIONAL CONTROL OF DRUGS.

Sir William Collins, speaking on "The Control of Traffic in Drugs of Addiction," at a conference of the Women's Total Abstinence Union, at the Central Hall, Westminster, recently, said that the recent disclosures in the Law Courts and the Coroners' Courts had re-awakened the public to the fact that the abuse of opium, morphia, cocaine, and similar drugs was not an affair only of the Far East, and that the Occident as well as the Orient claimed its victims of this vice.

"We are, in fact," said Sir William, "confronted with a world-wide social evil, which, in these days of international activity, calls for world-wide effort to restrict." Recent restrictions had obviously proved inadequate. International control should be invoked. The world production of opium, morphia, cocaine, and similar drugs had been vastly and "appalling in excess of any possible legitimate medical use. He had ascertained from one of the largest London hospitals that in a single recent year less than 13lb. of opium and 5oz. of morphia met all the requirements, yet they read that more than 500,000oz., or about 14 tons, of British-made morphia had been exported in 1914, chiefly to the Far East.

ST. JOHN AMBULANCE BRIGADE. HONGKONG AND CHINA DISTRICT.

Letters recently received by the Ambulance Department of the Order of St. John from the War Office and the Admiralty respectively are published for information.

From the War Office.
War Office, Admiralty House,
Victoria Embankment, E.C.,
4th March, 1919.

Sir,—I am commanded by the Army Council to acquaint you that they desire to place on record their appreciation of the very valuable services which have been rendered by the St. John Ambulance Brigade and the St. John Ambulance Association throughout the war.

Owing to the formation of the Home Hospital Reserve previous to the war, and by reason of its rapid mobilization in August, 1914, large numbers of the personnel of the Royal Army Medical Corps were without delay with the original Expeditionary Force to France.

Through their patriotic action in undergoing training in time of peace, the members of your Association were able at once to take up their duties in the hospitals of the United Kingdom, and it has been in great measure due to the efficiency with which they have performed these duties, which have been both arduous and continuous, that these Institutions have been successfully carried on.

I am to ask that you will be so good as to convey the thanks of the Council to the members of the St. John Ambulance Brigade and Association, for the very valuable services they have rendered.—I am, Sir,

Your obedient servant,
(Signed) B. B. CURRIE.

From the Admiralty.
The Medical Department,
Admiralty,
12, Charles St., Berkeley Square, W. 1,
March 4th, 1919.

Sir,—I have the honour to thank you, the officers concerned, and members of the Brigade for the way in which they have worked to make the R.N.A.S.B.B. such a success during the war. The work of preparation for active service during peace time needed much self-denial, and the results attained by the Sick Berth Reserve Staff reflect the greatest credit on all concerned in that preparation. I sincerely trust that there will be the same loyal co-operation in the future as in the past, so that, in case of any further national emergency, we may be ready to mobilize an even greater Reserve rating than at the outbreak of hostilities in 1914.—I have the honour to be, Sir,

Your obedient servant,
(Signed) W. H. NORMAN.

I approve of their just demand for laying down a principle aiming at the adjustment of this long-standing grievance, a demand that is based upon a deep-rooted national conviction. They will continue in their insistence for the adoption of this principle by the League in future.

DEATH OF A FAMOUS MISSIONARY TO CHINA. THE TRAGEDY OF RUSSIA.

[FROM OUR OWN CORRESPONDENT.]

LONDON, April 28th.

DR. TIMOTHY RICHARD.

Dr. Timothy Richard, who was an agent of the Baptist Missionary Society in China for 43 years, died on Good Friday at Hendon, and was buried at Golders Green. The son of a Welsh farmer, he was born in 1845, and in 1870 arrived in Shanghai as a missionary. Later he went on to his station at Chofoo. Following the great famine in Shansi 1877-78, he was instrumental by letters home in getting the then Lord Mayor of London to open a Mansion House Relief Fund, by means of which £30,000 was obtained. This he distributed in conjunction with two other missionaries.

In connection with his religious activities Dr. Richard conceived the idea of a United Protestant Church in China, but the proposal was not acceptable; rival denominations refused to co-operate. He next turned his attention to various schemes of education and social reform, and to further them edited a daily paper in Chinese. Long before the Boxer rising

Dr. Richard warned the rulers of China of the inevitable outcome of the anti-foreign agitation in various parts of the country, and so far as he could endeavoured to arrest the results of popular prejudice and ignorance. Although he failed, the authorities accepted his proposals for dealing with China's educational schemes; and with the money they provided he founded a modern Imperial University in Shansi. The Chinese Government conferred many signal honours upon him, giving him the rank of major, and he had the Double Dragon decoration, while he was frequently consulted on a variety of subjects.

There was a very large attendance at the funeral, including the representatives of Chinese societies in London and several members of the Chinese Legation.

TRADE SHACKLES TO COME OFF.

The announcement of the Board of Trade, in the form of a modest twenty-line communiqué from the Press Bureau, that trade restrictions are to be removed meets with the unqualified satisfaction of everyone concerned in the trade and industry of the country at home and overseas. In a few words it states that, with but few minor exceptions, all controls on the sale and distribution of commodities exercised under the Defence of the Realm Act have been abolished, or will be on May 31st at latest.

This is the announcement for which every trader and manufacturer in the Kingdom has been anxiously waiting since the Armistice. It is the industrial "green light" which has been long desired by the British Empire. Employers were unwilling to undertake reconstruction and expansion schemes solely because of the restrictions imposed under D.O.R.A. While control existed they would not launch out on capital expenditure. The hold-up of enterprise was also responsible for the gradually increasing number of unemployed men who have been unable to settle down after their discharge from the Colours. The question has been under prolonged consideration by the Admiralty, War Office, Ministry of Munitions, and Board of Trade. The decision undoubtedly represents a big effort on the part of the Government to restore freedom to trade and industry.

WHEN PEACE IS SIGNED.

Preparations are on foot for the celebration of Peace on a scale without precedent in "our rough island story." A Committee has been formed at the instance of the Overseas Club to organize what is described as a "chain of fire" round the British Empire. At dusk on the eventual night flares, rockets, and hand lights are to be ignited; on the hills and mountain tops huge bonfires are to be set going, and every searchlight that can be brought into use, will sweep the skies.

So far as possible everything is being done here to arrange for celebrations in local areas, in order to give everyone a chance to join in the revels and also to prevent the gravitation of vast crowds from outer London and the provinces to the heart of the Metropolis, which occasioned the authorities anxiety for several days after the Armistice. In addition the League of Arts, under Sir Frank Benson, of His Majesty's Theatre, is organizing Peace Pageants during the summer in aid of St. Dunstan's fund for the permanent after-care of soldiers and sailors blinded in the war. Costumes are being prepared in preparation for the enlistment of 20,000 voluntary performers, and unparalleled scenic and mechanical effects are promised depicting episodes in the war that have made history.

THE TRAGEDY OF RUSSIA.

In the political and Service clubs it is current gossip that the Bolsheviks are nearly at the end of their tether. They started to make a new world according to their peculiar lights, and have come up against the "grim realities," as Carlyle would have said. Information is being received here which indicates that in spite of their professed abhorrence of capital the Bolsheviks are forced by the logic of facts to see that foreign capital is imperatively necessary to the continued existence of organized Society in their country.

It is stated that already unofficial feelers are being extended to ascertain whether other States are prepared to grant facilities for the introduction of foreign capital and expert organizers into Russia with a view to railway construction and repair in various parts of the country under the control of the Soviet Government. Recently a member of the extreme Norwegian Socialist party interviewed the British Minister at Christiania and stated that he had been asked by the chief of the Concession Department of the Bolshevik Commissary for Foreign Affairs to ascertain whether there was any chance of British support for the Hanover Railway concession in North Russia. This agent, M. Stang by name,

(Continued at foot of next column.)

JAPAN AND AMERICA. GRANT OF LAND IN CALIFORNIA TO JAPANESE.

Mr. P. W. Wilson, writing recently from New York, said that the difficulty between the United States and Japan deserves careful attention. The proposed grant of land in Mexican California to a Japanese syndicate is under close investigation by the State Department at Washington.

An existing agreement between Tokio and Washington effectively limits Japanese immigration directly into this country. Americans do, however, fear such immigration by Japanese across the Mexican frontier. The immigrants would then be classified, not as Japanese, but as naturalized Mexicans. Apart from economic objections, there is a profound belief that the Japanese element in America cannot be absorbed conveniently by inter-marriage. This applies also to Chinese. Marriages do take place, but are disliked.

This problem, therefore, goes deeper than naval and military strategy. Nor is it any satisfaction to Americans, especially in California, that the land in Mexico is not wanted by the Japanese Government for any official purpose.

FINANCIAL COMPLICATIONS.
One complication is the fact that the territory in question seems to be in some part identical with a concession made by a former Mexican Administration to an American syndicate, the California and Mexican Land Company of Los Angeles. On April 7th, 1917, Carranza cancelled this American concession, although it is alleged that the American company had spent over a million dollars in irrigation. This action is among the aggravating circumstances of which Americans in Mexico complain. The threatening of an income-tax on the oil fields is another case.

As already announced an important international banking association has been formed, including Mr. Morgan, to watch the Mexican situation. The President has steadily resisted the pressure of interests which would involve American capitalists in money into disturbed countries they must take the risk. But a Japanese complication introduces popular feeling and might involve Britain. Mr. Hearst suggests that a British Alliance with Japan is detrimental to America. He has favoured intervention in Mexico, where some say that his group has property.

THE SECOND MONROE DOCTRINE.

From private reports: I judge, continued Mr. Wilson, that feeling on the Mexican border is disturbed. But the importance of World War incidents should not be exaggerated. They do, however, irritate the law-abiding population of Texas. Travelling is sometimes dangerous. All this furnishes material for interventionist propaganda. Americans believe that Japan has long desired a definite foothold in California. In 1912 her objective was Magdalena Bay, but this was stopped by the now famous Lodge resolution which became a second Monroe doctrine. Mr. Chandler, president of the American Company, states that they will not sell to Japan, unless the American Government agrees. This means that the proposed cancellation by Mexico of the American title to the property did not take effect. It is also doubtful whether the Japanese purchasers would proceed against the manifest wishes of the American people.

ASIA BANKING CORPORATION TO OPEN A BRANCH IN HONGKONG.

The Shanghai Gazette states that the Asia Banking Corporation is to establish a Hongkong branch to open about July 15th, and a branch at Canton which will be ready for business about the first of August.

The Hongkong branch of the local bank will be in the Astor House building. Mr. David M. Biggar, of the Shanghai office of the American Express Company, is to be in charge, and four Americans now in the Asia Banking Corporation here will be sent to Hongkong. Mr. George Chan, also of the Shanghai bank, will also be attached to the Hongkong branch. The site at Canton has not yet been selected.

frankly admitted that it was contrary to Bolshevik principles, but explained that the Soviet had been forced to recognize that they could not dispense with foreign capital and technical experts.

There is a general opinion that the Bolsheviks are in desperate financial straits. They are therefore attempting to relieve the strain by appealing to the business instincts of foreign capitalists.

THE ALTERNATIVE.

Appropos of the foregoing, while it is proverbially unsafe to prophesy it may be worth noting that one hears in well-informed quarters that within the next few months the situation in Russia will be cleared up, at least to some considerable extent. Opinion is gradually veering round from a stolid attitude of refusal to treat with the Soviet Government on any terms. It is recognised that there are only two courses open to the Allies. One is to re-commence the world-war by attacking Russia on a grand scale, and this is altogether out of the question. The other is to accept the offer of the Bolsheviks (hitherto ignored) of an armistice and make peace. This plan is now being publicly discussed in some papers in England because of the danger of allowing things to drift as regards Russia. Unless the anti-Soviet forces in the country, can gain a decisive success soon some sort of arrangement with the Soviet Government appears to be the only way out. For nobody pretends that peace can be fully restored in Europe again until Russia is lifted out of anarchy.

NEW ADVERTISEMENTS

WANTED IMMEDIATELY.

FOR Sandakan. Male STENOGRAPHER versed in General Office Work. Testimonials required. Apply, stating salary, to—
Box No. 885,
Care of "Daily Press" Office.
[885]

FRENCH LESSONS.

A YOUNG LADY desires a few pupils (Children and/or Grown-ups) for French Lessons, between the hours of 3 p.m. and 8 p.m. daily. Terms moderate. Apply—
Box 885,
Care of "Daily Press" Office.
[885]

CATHOLIC PRIEST, head of great Catholic Organisation, wishes to obtain lists of names and addresses of substantial Catholics in this country. All communications accepted in strict confidence. Devotional literature and pictures will be presented in return. Please send lists to SACERDOS, C/o HADLEY, 78, Finsbury Pavement, London, E.C. 2, England.
[887]

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2933.
FAVOURED with instructions from The Concerned,
will sell by Public Auction TO-DAY (WEDNESDAY), June 11th, 1919, at 2.15 p.m.,
A QUANTITY OF
HOUSEHOLD FURNITURE AND EFFECTS.
Terms—Cash on Delivery.
Hongkong, June 9th, 1919. [148]

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2933.
HAVING been FAVOURED with instructions from CAPT. E. H. LAWRENCE, will sell by Public Auction, at A King's Shipyard, Fraya East, on THURSDAY, June 13th, 1919, at 11 a.m.,
THE HULL OF A STRONG WELL-BUILT LAUNCH,
Particulars—
Length on Keel ... 28ft.
Breadth ... 9ft.
Length overall ... 32ft.
Specification: Frames, Camphor Wood 3" x 3" (cut), Spaced 12" apart centre to centre.
Stringers 3" x 3" yasal (8) Stern, Stern Post, Rudder Post 4" x 6" yasal.
Keelson 4" x 4" yasal Through Bolted.
Planking 12" China Fine Wood, all galvanized fastened.
Terms 20% deposit to be paid immediately on the fall of the hammer.
Hongkong, June 10th, 1919.

G. R.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 16th day of June, 1919, at 2 p.m., in the Office of the Public Works Department, by Order of the EXCELLENT THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at Kowloon, in the Colony of Hongkong, for a term of 75 years with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT

Locality	Boundary Measurements	Official Area	Approx. Area	Approx. Value
Lot 10, MOUNTAIN VIEW, PEAK	100' 0" x 100' 0" x 100' 0" x 100' 0"	11,265.136	11,265.136	8,400.00

G. R.
NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 8 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily, at the PASS OFFICE, POST OFFICE BUILDING.
Applicants will be required to produce Passports or Identification papers.
All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.
Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.

KWONG FAT.
NEWLY ESTABLISHED.

DEALERS IN
ALL kinds of IVORY, SANDAL-WOOD, MOTHER-OF-PEARL and SILVER WARES, WHOLESALE AND RETAIL.
37, QUEEN'S ROAD, CENTRAL, HONGKONG. [1518]

INTIMATIONS

WM. POWELL, LTD.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company Office on TUESDAY, JUNE 11th, 1919, at 12 o'clock Noon for the purpose of receiving the Report of the Directors and Statement of Accounts to the 25th February, 1919.
The TRANSFER BOOKS of the Company will be CLOSED from the 7th June, 1919, to the 17th June, 1919, both days inclusive.
By Order of the Board of Directors,
H. O. HOLT,
Secretary.
Hongkong, May 29th, 1919. [835]

NOTICE OF REMOVAL.

SUN MAN WOO CO., Shipchangers, Naval Contractors and General Providers, have this day REMOVED from Nos. 18 and 19, Connaught Road Central, to their new premises at Nos. 89 and 101, D'ARCY ROAD CENTRAL (opposite to west corner of the Central Market) Telephone 303.
Hongkong, May 28th, 1919. [803]

NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC (1914).

SUBSCRIBERS to the above LOAN are hereby notified that redemption of the Bonds drawn on May 15th (second drawing) will begin on June 30th, 1919.
Payment in cash or its equivalent will be made at the Bank of China and the Bank of Communications or any of the branches of the above Banks and also at the Shanghai Office of the HONGKONG AND SHANGHAI BANKING CORPORATION.
Any Bond of which the following are the two terminal numbers namely, 05, 12, 24, 32, 45, 48, 55, 64, 74, 89 and 94, is a drawn Bond.
F. A. AGLEN,
Inspector General of Customs.
Hongkong, June 6th, 1919. [858]

SPECIAL OPPORTUNITY

for energetic sales manager to secure exclusive selling rights for wonderful new Adding Machine. Retail \$10.00—does work of \$300 machine. Automatically adds, subtracts, multiplies and divides. Whichever in speed. Indefinitely accurate. Written Five-Year Guarantee. Extraordinary opportunity to establish permanent business with unusual profits. Write or cable for full particulars. CALCULATOR CORPORATION, Grand Rapids, (Mich.) U.S.A. [887]

BRITISH EMPIRE TRADE.

BUYERS can obtain particulars as to best sources of supply, and sellers of raw material can get in touch with buyers by writing to the Secretary, British Association of Trade and Technical Journals, 15, Old Bailey, London, E.C. 4, England. The Association includes over 150 British Trade Journals, and will supply the fullest possible information free of charge. [818]

TO BE LET FURNISHED.

From July 1st.
NO. 7, MOUNTAIN VIEW, THE PEAK.
Apply to—
W. L. PATTENDEN,
GILMAN & Co., Ltd.,
84, Des Vaux Road Central. [707]

TO LET (UNFURNISHED).

NO. 10, MOUNTAIN VIEW, PEAK, from June 1st, 1919, in excellent condition.
Address—
"A. B.,"
Care of "Daily Press" Office. [869]

TO LET.

NO. 102, THE PEAK, 6-Roomed House at the Peak.
Apply to—
PERCY SMITH SETH & FLEMING. [823]

TO LET.

A FLAT in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. [81]

THE PEAK.

FOR SALE A FIVE-ROOMED Residence.
For particulars apply to—
"XYZ,"
Care of "Daily Press" Office. [724]

FOR SALE
AT
SWATOW.

THE VALUABLE SITE on Main Street, Kialat, 280 feet in length, 120 feet water frontage, beautiful 8 Room House, with 4 Bathrooms with Waterworks, Water, Electric Fittings, Vegetable Garden, fine Garden with Large Shade Trees, Beautiful View of the Bay and surrounding Hills.
For particulars apply to—
Box No. 885,
Care of "Daily Press" Office. [835]

INTIMATIONS

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. A. N. MARUYEVAWALA has Dissolved Partnership by mutual consent as from May 1st, 1919.
The undersigned are not responsible for any debts incurred by him.
P. D. GOTLA & CO.,
Hongkong, June 9th, 1919. [863]

VICTORIA DISPENSARY.

NOTICE.

THE BUSINESS hitherto conducted by the above pharmacy at 33, Queen's Road Central, will on 15th June next be transferred to A. S. WATSON & CO., LTD., the Hongkong Dispensary, who will take over the stock, proprietary medicines and prescription books. Customers requiring prescriptions repeated will on and after the date aforesaid be able to get them dispensed at the Hongkong Dispensary.
F. W. STAPLETON,
Manager.
Hongkong, May 28th, 1919. [833]

A. S. WATSON & COMPANY, LTD.

NOTICE.

ON and after 1st JULY next, the hours of business will be as follows:—
GENERAL STORE, 8.30 a.m. to 6 p.m.
WINE DEPARTMENT, Saturdays 8.30 a.m. to 1 p.m.
and WARREHOUSE, 10 a.m. to 1 p.m.
DISPENSING DEPARTMENT, 8.30 a.m. to 8 p.m. (including Saturdays).
Sundays 10 a.m. to 1 p.m.
6 p.m. to 7.30 p.m.

Such Public holidays as are observed by us, same hours as on Sundays.

No Medicines can be obtained after closing hours, as above.

A. S. WATSON & CO., LTD.
Hongkong, June 4th, 1919. [849]

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA PANAMA CANAL AND SINGAPORE.

THE Steamship

"TUTTABOEM" having arrived, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
Goods not cleared by June 4th, 1919, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on June 3rd, 8.30 a.m. Claims against the Steamer must be presented within 14 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected.
This Steamer brings on Cargo from New York originally intended for shipment per "KAZEMBE".
Bills of Lading will be countersigned by THE BANK LINE LIMITED, Agents.
Hongkong, May 28th, 1919. [822]

NOTICE TO CONSIGNEES.

U.S.S. "WESTVACA", VOY. 1-OUT.
FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.
Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on June 10th, at 10 o'clock.
All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.
No Claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 13th, will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL STEAMSHIP COMPANY, ALEXANDRA BUILDINGS.
Hongkong, June 6th, 1919. [830]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KWAISANG" having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.
Goods not cleared by June 11th, at Noon will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, June 4th, 1919. [831]

INTIMATION

WATSON'S
DRY
GINGER-
ALE.

FRAGRANT, AROMATIC,
DRY.

Its "Dryness" is a feature which

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The Daily Press.

HONGKONG, JUNE 11th, 1919.

FLYING THE ATLANTIC.

The honour of being the first to fly across the Atlantic has fallen to the Americans, and, although it is but natural that our own fellow-countrymen should feel some disappointment that the earlier report of Mr. HARRY HAWKER's success proved to be unfounded they will not, on that account, be any less eager to offer their congratulations to the intrepid aviator who has performed this remarkable feat. Mr. HAWKER and his companion, Captain GRIEVE, have taken their failure like true sportsmen. Instead of endorsing the criticism passed upon the British Government for neglecting to furnish them with greater assistance they gratefully acknowledge the aid rendered them by the Admiralty and Air Ministry. Though their lives were in jeopardy for some time, after their aeroplane descended into the sea, they resent the suggestion that ships should have been dotted all over the Atlantic as implying wrongful distrust of their machine. Mr. HAWKER uttered one note of legitimate pride when he said that the Newfoundlanders seemed to think, after the Americans started, that the British had better pack up and go home, "but that was not the British way." We may be sure that Mr. HAWKER would be the first to acknowledge the great achievement of his successful rivals, for good would understand better than he the qualities it demanded. Some idea of these may be gained from the knowledge that the exploit involved a flight of nearly two thousand miles over the sea—a greater distance than has ever been covered over the land—and that none of the machines employed carried sufficient petrol to last for more than twenty-eight hours. Consequently, it was a race against time in the face of unknown

meteorological conditions. What useful purpose, it may be asked, does such a daring venture serve. Interesting though it be as an experiment, many people will incline to the opinion that it cannot be of any practical value, for the general public will never be content to accept the time saved by this method of travelling as an equivalent for the risks incurred. Such views, we think, reveal an entire lack of imagination. Apart from the fact that progress is never possible without experiment, we have only to recall the remarkably rapid advances which have been made in the science of aeronautics during the past decade to realise the limitless possibilities of the future. As we have pointed out before it was only ten years ago that we were waiting for some daring spirit to make the flight from London to Manchester in twenty-four hours with not more than two stops, and within the last six months we have seen the voyage from England to India made by aircraft. Those who, nevertheless, regard aerial navigation as a freak performance comparable to tight-rope walking may be reminded of developments in other directions that would have been regarded as permanently outside the pale of possibility a generation or two back. Take, for instance, the speed at which express trains and automobiles travel to-day. Who would have considered it safe half-a-century ago! If it be objected that in these directions we have not had to contend with the forces of nature, we have only to point to the history of ocean navigation. Going back exactly a hundred years we find that the first ship with auxiliary steam propulsion was crossing the Atlantic from Savannah, the port after which she was named, for Liverpool, and that she occupied twenty-five days in making the passage. It was considered absurd to expect any appreciable improvement upon this record owing to the weight of coal which it would be necessary to carry, and it was twenty-five years later before the *Great Western*, the first vessel without sails, crossed from Britain to New York in fifteen days. In its turn this was regarded as exhausting the possibilities in this sphere of human endeavour, yet we have become accustomed to passenger liners racing across the Atlantic in less than a week. Now Captain GRIEVE assures us that the experience gained in the recent flight has proved that navigation in the air, even in cloudy weather, is no more difficult than on the sea, we may confidently anticipate further continuous developments in the sciences of engineering and meteorology as applied to this latest means of locomotion. One lesson history impresses upon us is that the impossibility of to-day may become the commonplace of to-morrow.

Mr. F. B. L. Bowley is leaving for Home to-morrow by the *Empress of Asia* on a nine months' holiday.
Mr. C. W. M. Reynolds, Secretary of the Sanitary Board, who left the Colony for war service last year, is expected to return on the 19th inst.
The Committee, appointed by the Sanitary Department to re-consider and revise the offensive trade areas, have recommended certain extensions of the areas both in Hongkong and Kowloon.
A Chinese coolie, employed by the Hongkong Electric Company, was walking along Barker Road when he slipped and rolled into a nullah. He was removed to Hospital, where he succumbed to the injuries he had sustained.
The report of the Assistant M.O.H., Kowloon, on the Water Supply to the boat-builders between Shamshui and Lai-chi-kok, states that the water within the area is fresh and drinkable, and that the residents are accustomed to it.
A Chinese was proceeding from Stanley to Shaokwan, on Monday evening, when he was stopped by a foot-pad, who demanded all the valuables he had. When he refused to part with them, the highwayman used violence and stole \$3.50, after which he disappeared up the hillside.
"Strike the Police! Strike the Police!" was the slogan used by three Chinese at Wanchai on Monday night, when the Police attempted to disperse a crowd who had collected opposite a tea-house where a disturbance was taking place. The Police immediately arrested the men, and Mr. R. O. Hutchison fined each of them \$5 at the Magistracy, yesterday.

The remains of Inspector Terrett having arrived from Shek-lung, the funeral will take place at Happy Valley this evening.

Messrs. N. L. Smith and S. B. McElderry, Government cadets who left the Colony for war service, returned on the *Ushishima Maru*.

We are informed by the Hongkong and Shanghai Banking Corporation that they have received a telegram from their London office stating that the issue of National War Bonds was discontinued on June 2nd.

The Kowloon Cricket Club "Tombstone" golf competition, played on Monday at King's Park, was won by Mr. J. Jack, Mr. G. N. Avenell being second and Mr. G. H. May won the "Hidden Number" prize.

Gunner John Stevens, of the Manchester Regiment, who was recently found guilty by a court-martial of having stabbed Gnr. Kelly of the same Regiment, with a bayonet, has been sentenced to 18 months' hard labour in the Civil gaol.

Three forthcoming Hongkong marriages are announced:—Mr. H. W. Lucas to Miss G. M. Kirk, en route from Home on the *Empress of Russia*; Mr. G. B. Dunnett to Miss D. S. Rodger; and Mr. D. C. Baptista to Miss Maria Evelina da Rocha.

The following cases of communicable disease were reported in the Colony during the week which ended on June 7th:—Bubonic plague, 40 (37 deaths); cerebrospinal fever, 5 (5 deaths); diphtheria, 2 (1 death); enteric fever, 2 (1 death); puerperal fever, 1 (1 death); and small-pox, 1 (1 death).

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:—\$25 each from Messrs. the Central Agency, Ltd., W. Dunbar, Worcester, Lammet & Silva, Linstead & Davies, Palmer & Turner, Wilkinson & Grist, and N. J. Stabb; and \$10 from Mr. J. S. Nicolson.

Some time ago a man was stabbed at West Point and succumbed to his injuries. The quarrel arose over a flirtation carried on between the deceased's wife and the assailant, who escaped. One man has now been arrested in connection with the murder. The woman who is alleged to have been the cause of the trouble and an eye-witness to the murder have disappeared.

When Mr. and Mrs. Harry Hancock returned to their house on the Peak at 8.45 p.m. on Monday, they found the house in a state of confusion. It appears that at about 8.30 the amah, while engaged in her ordinary household duties, was attracted by a noise in one of the bedrooms, and espied a fierce-looking Chinese under the bed. She screamed, and, in the uproar which followed, the robber escaped. Mr. Hancock telephoned to the Police, and Sergeant Purdon arrived on the scene as promptly as possible. No arrests have yet been made. It is stated that another man was concealed in the house at the same time and he, also, made good his escape.

TYPHOON WARNINGS.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

10.45 p.m., June 8th.
Cyclone or typhoon east of the northern Visayas or south-eastern Luzon, moving N.W. or N.N.W.

12.30 p.m., June 8th.
Cyclone or typhoon east of the Visayas Islands, direction unknown.

9.30 a.m., June 9th.
Cyclone or typhoon near or over south-eastern Luzon, inclining westward.

11.45 p.m., June 9th.
Cyclone or typhoon south-east of Manila or near southern Luzon, moving W.N.W.

1 p.m., June 10th.
Typhoon in about 121 deg. Long E. and 14 deg. Lat, moving W.N.W.

It will be remembered that recently, at Bangkok, Messrs. Dennis Thomas Lewis, and Osmond H. Ferrar, first and second officers respectively of the *Linan*, a regular steamer in Hongkong, were found guilty by the International Court of importing opium and being in possession of opium contrary to the Opium Regulations. Lewis was fined Tca. 40,365, being 3 times the value of the opium, and Ferrar was fined Tca. 9,000. In default of payment each accused was to be imprisoned for 10 years. In addition to this, as the opium exceeded 100 taels, the first accused was sentenced to one year's imprisonment, and the second accused to 6 months. The Siamese Judges of the Appeal Court have now confirmed the finding of the Judges of the International Court.

CABLES.

EARLIER CABLES.
(THROUGH REUTER'S AGENCY.)

ENEMY ALIEN ACTIVITY
IN AMERICA.

LONDON, June 3rd.
An extraordinary series of anarchistic bomb explosions occurred in the United States, mostly at the residences of public officials, especially those who have been active against enemy aliens. Extensive damage has been caused, but the loss of life, up to the present, has been confined to one of the criminals and a caretaker.

The officials hitherto attacked include the Attorney-General, Mr. Palmer, in Washington, District Judge Thompson, in Pittsburgh, the Mayor of Cleveland, Ohio, Judge Nott of New York, Congressman Powers of Newtonville, Massachusetts, and Mr. Sibly, Chief Inspector of the Immigration Department.

The Police are now specially guarding the residences of prominent Government servants.

ATTEMPT TO OVERTHROW
ORGANISED GOVERNMENT.

WASHINGTON, June 3rd.
Bombing occurred simultaneously in eight cities. Officials interpret it as a widespread anarchistic movement to overthrow organised government. Handbills picked up in the vicinity of the explosions issue a warning that class-war has begun, and will cease only with the complete victory of the international proletariat.

THE ARMY OF OCCUPATION:
MILITARY REGULATIONS IN
FORCE.

LONDON, June 3rd.
In the House of Commons, replying to Col. Wedgwood who asked whether the Germans in the occupied territories have to take off their hats and step off the side-walks on meeting British officers, Mr. Winston Churchill said, amid loud cheers, that when the Germans address British officers they are required to take off their hats.

He saw no reason to suppose the practice would be discontinued after the signing of Peace. This was one of the military regulations deemed suitable and appropriate to the period of occupation. The regulations were very much less severe than those which the Germans were accustomed to impose upon territories they occupied.

He believed that our regulations would bear comparison with those of any of the other Great Powers during the war. He was not prepared to deprive the Army of its rights.

Replying to a supplementary question, as regards the American practice, Mr. Churchill said that he was quite content to be guided by the officers responsible for the conduct of the British Army, which was unlikely to be unduly severe. (Cheers.)

LORD FRENCH'S WAR BOOK.

MR. ASQUITH DEFENDS HIS
GOVERNMENT.

LONDON, June 3rd.
Mr. H. H. Asquith, speaking at a luncheon at the Connaught Rooms, denounced Lord French's book as "an ill-advised, unhappy, incomplete, partial narrative, and a flagrant breach of the best traditions of the public service."

He declared that the charge that the Asquith Government failed to supply sufficient artillery and ammunition had no foundation. Lord French's reference to Lord Kitchener's visit to France traversed the facts. Before the visit, Lord French sent a message to the Government in regard to his contemplated movements, which filled them with consternation, because it amounted in effect to leaving our Allies in the lurch in the moment of their extreme need.

CRICKET AT HOME
THREE DRAWN MATCHES.

LONDON, June 3rd.
The Surrey v. Australians match, the Cambridge v. Yorkshire match, and the Middlesex v. Lancashire match, were all drawn.

THE KING'S BIRTHDAY.
ENTHUSIASTIC CELEBRATIONS AT
HOME.

LONDON, June 3rd.
The King's Birthday was celebrated today throughout the Empire in the most enthusiastic manner.

The chief feature of the official celebrations in London was the trooping of the Colours by the Guards Brigade in Hyde Park. Fine weather prevailed, and there were enormous crowds.

The Queen, Princess Mary and the ladies of the Royal Family occupied a pavilion near the saluting base.

The King, accompanied by the Prince of Wales and the Duke of Connaught, followed by Sir Douglas Haig and other notables, and the King's Indian orderlies, rode into the Park, where the massed bands played the National Anthem, and the Royal Standard was hoisted.

After the trooping ceremony, Their Majesties watched the troops march past Buckingham Palace.

BIRTHDAY HONOURS.

FOR WAR SERVICES.

LONDON, June 3rd.

H.M. the King has awarded the Order of Merit to Admiral Sir David Beatty and Field-Marshal Sir Douglas Haig.

The Prince of Wales and Prince Albert have been appointed Aides-de-Camp to H.M. the King.

The Prince of Wales has been appointed Colonel of the Welsh Guards, and Prince Arthur of Connaught has been appointed Brevet Lieut.-Colonel.

LABOUR STRIKE IN FRANCE

OVER 200,000 IDLE IN PARIS
DISTRICT.

PARIS, June 3rd.
A strike has broken out and is rapidly spreading. Over 200,000 men and women are idle in the Paris district alone, including tube employees, tram, bus conductors, artisans, mechanics, and dressmakers.

The grounds of dispute vary in the different occupations, but they generally concern the application of an eight-hour day.

THE HOUSE OF COMMONS.

AEROPLANES FOR INDIA.

LONDON, June 3rd.

In the House of Commons, replying to Lt. G. T. Ramsden, the Rt. Hon. H. A. L. Fisher stated that all aeroplanes the Raj had asked for had been or were being sent.

SIR SANKARAN NAIR'S
RESIGNATION.

Replying to Col. Wedgwood, the Rt. Hon. H. A. L. Fisher stated that the Rt. Hon. E. S. Montagu had no official information, but understood Sir Sankaran Nair had resigned because he differed from his colleagues in regard to the continuance of martial-law in the Punjab.

THE BOMBAY TEXTILE MILLS.

Replying to Mr. J. C. Swan, the Rt. Hon. H. A. L. Fisher made a statement in regard to the working hours of the textile mills in Bombay, and gave a list of the average monthly wages at the Manockjee and Petit mills since January, 1917. He explained that since then the wages had risen considerably, but the Secretary for India had no detailed information.

THE LEAGUE OF NATIONS.

REPRESENTATION OF THE
DOMINIONS.

LONDON, June 3rd.

In the House of Commons, replying to Mr. Norton Griffiths, Mr. Bonar Law stated that the Government intended that the representation of the Dominions in the League of Nations shall be as full as that of the smaller sovereign nations.

Representatives of the Dominions would be eligible to appointment to the Executive Council on exactly the same terms as other members of the League who were not permanently represented on the Council.

THE SILVER MARKET

LONDON, June 3rd.

Silver is quoted at 53½d. buyers and sellers. The market is steady.

GERMAN PEACE TERMS.

IF THE BLOCKADE IS RE-
IMPOSED.

PARIS, June 3rd.

It is stated that Sweden and Denmark have refused to re-participate in the blockade of Germany, in the event of a rupture necessitating its renewal.

At a meeting of the Supreme Economic Council, it was stated that the Allied military authorities have taken measures to prevent Germany again holding up supplies to Poland.

The Council has authorised the importation into Germany of drugs and medical accessories unobtainable there.

"NO TREATING."

ORDER REVOKED AT HOME.

LONDON, June 3rd.

The "No Treating" order has been revoked.

HUNGARY AT WAR.

RUMANIAN TROOPS DEFEATED.

COPENHAGEN, June 3rd.

A semi-official telegram from Budapest states that the Hungarian Soviet troops, on June 1st, defeated the Rumanians north of Theiss, severing the Rumanian and Czech fronts.

The Hungarians are pursuing the Czechs on their entire line.

FIGHTING IN NORTHERN
INDIA.THE END OF HOSTILITIES IN
SIGHT.

SIMLA, June 7th.

No change is reported north of the Kabul River and on the Dakka front. Minor raids were conducted in the Peshawar District by trans-border gangs of Hindus.

Nadir Khan's withdrawal and the Amir's request for a cessation of hostilities are having a good effect on the tribal situation on the Khost border.

Lawless companies of the Orakzai and Zaimukht clans collected east of Kurram, but are now dispersing.

Tribal enthusiasm in the Toimbi Valley is waning.

The trouble from South Waziristan has spread to Zhob and led to risings of the Sheranias at Mandi and Khel.

The withdrawal of our troops from Moghal Kot, Mirali, and Khel was carried out under great difficulties.

The garrisons at those places concentrated on Sandeman, and are ready to deal effectively with local trouble, also to prevent the Sheranias from spreading further.

With the assistance of Lorala troops, the Sheranias and the Mahsudis twice attacked Braband, on the Derajat border, and failed in their attempt to capture Chaudh.

PATRIOTISM AND RELIGION.

OUR RULE IN EGYPT.

Many members of the Society of St. George attended service at Westminster Abbey on Sunday, April 27th, after the Canon Barnes, who preached, made special reference to the occasion in his sermon. He was glad, he said, to see members of the society present as evidence that the festival of England's patron saint was not to be forgotten. The more closely patriotism was joined with religion the more chance there was of purifying it from the narrow and aggressive nationalism which had become the curse of the modern world. Love of country was a sacred and beautiful thing if it made us jealous of our country's honour and fair fame. Patriotism was a valuable source of political wisdom if we realised, from the strength of our own feelings, that other races valued liberty and the right to order their own lives in their own way, just as we valued them ourselves. It was never a pleasant thing to face wakened facts, still less to speak of them before the current had begun to turn, but he could conceive of no more truly patriotic action of any society of earnest men than that they should study unflinchingly the public conditions that had arisen during the war and press for their reform.

Canon Barnes proceeded to mention two instances—the treatment of conscientious objectors and the position in Egypt. With regard to the latter, he said that until three years ago practically the whole world praised the beneficence of our rule. Today Egypt was a scene of revolt. Most of our newspapers were silent, but some told truths generally admitted in private conversation, that British agents resorted during the war to forced labour to build the lines of communication in Palestine. The compulsion was indirect, but natives were taken on an enormous scale. Further, it was alleged that as in Mesopotamia the medical service proved inadequate and a heavy mortality resulted. He hoped this allegation was untrue, but at best the whole affair was a bad business to his mind, a blot on the fair fame of England and every true patriot, every Christian among us, ought to be not for repressive measures, but how best we could make amends.

It should be remembered that the Empire which ruled subject races unjustly was doomed. He could not pretend that these reflections were palatable, but the ruling citizens of a great Empire could not ignore them. It was not right to ignore all that was fair and of good repute, but while we remembered with pride our great achievements as a people during the last four years let us also remember the cost, not merely in men and money, but in that more subtle thing—the inevitable coarsening of moral fibre due to years of strife.

FAR EASTERN CABLE
NEWS.

(FROM OUR OWN CORRESPONDENT.)

MINISTERS' RESIGNATIONS
ACCEPTED.

PEKING, June 10th.

The Government's acceptance of the resignation of Tsao Ju-lin, Minister of Communications; Lu Chung-yu, Director of the Currency Bureau; Chang Tsung-hsiang, late Minister at Tokyo, pro-Japanese politicians against whom the National Student agitation is mainly directed, is expected to calm the present disturbances.

FORCE TO OPPOSE BOLSHEVIST
ACTIVITIES.

The Cabinet has agreed to dispatch troops to Outer Mongolia, where Bolshevik activities are reported to be acute.

AID FOR CHINESE SUFFERERS IN
JAVA.

The Government has voted ten thousand Mexican dollars to the relief of the Chinese victims of the volcano eruption in Java.

(THROUGH REUTER'S AGENCY.)

ENEMY SUBJECTS IN JAPAN.

LONDON, June 3rd.

In the House of Commons, Mr. P. Lytle asked: Has provision been made against the settlement, within the Empire, of 4,000 Austro-German prisoners now in Japan?

Mr. Bonar Law replied that they would come under the regulations regarding the admission of aliens—which varied in different parts of the Empire.

BIG FIRE IN WANCHAI.

TWO STORED HOUSE BURNT
DOWN.

At 2.55 a.m., yesterday, a fire broke out at No. 71, Wanchai Road, a two-storied building, which was completely gutted, the damage being estimated at about \$8,000.

The first floor of the building is used, one half as a medicine-dealer's establishment and the other as a tea-house. The floor above is occupied as a residence by fifteen persons, men, women and children.

It appears that a large volume of smoke and flames was noticed by the inmates of the house, issuing from the ground-floor, which contained a large quantity of inflammable material. An alarm was raised immediately, and police whistles were blown. The Wanchai Police, headed by Inspector Kent, sounded the fire-alarm, and then proceeded to the scene.

where a large crowd of spectators had already collected. The Police first rescued the inmates, none of whom was injured, and then turned their attention to extinguishing the flames, which by this time had obtained a strong hold. When the Fire Brigade arrived they directed hoses upon the premises from different angles and kept a perpetual stream of water playing, but without effect. In about three-quarters of an hour only the walls of the building, blackened beyond recognition, remained. Fortunately for the adjacent buildings there was no breeze blowing at the time the fire thus being confined to the place of its origin.

How the fire originated is not definitely known at present, but it is understood to have started on the ground floor, perhaps in the tea-shop. The contents of the ground-floor were insured for £10,000, while at a rough estimate the building, which is a very old one, is valued at about \$5,000.

The inmates of the family house lost all their goods and chattels, and are at present sheltering in the No. 2 Police Station.

BIG HAUL OF OPIUM.

STRUGGLE ON THE "TAK SANG."

At the Magistracy, yesterday, before Mr. E. O. Hutchinson, two Chinese were charged with being in unlawful possession of 300 taels of opium, valued at \$4,300.

Mr. Leo d'Almeida appeared for the defendants.

An Indian ship's guard stated that he was on board the "Tak Sang," on Saturday, and noticed a launch coming up to the side of the ship. He kept watch and saw the two defendants, who were employed on board, carrying a mat-bag, which they tried to drop into the launch. Witness interfered and seized the bag, which was found to contain opium.

Cross-examined by Mr. Almeida, witness said that his business was to keep a lookout for robbers and smugglers. The men were over-powered after a struggle, and opium collected, and two other guards fired four shots from a revolver, wounding. It was not true that he had had a quarrel with the ship's crew some time ago.

Defendants pleaded that it was a case of mistaken identity.

Mr. d'Almeida asked for lenient punishment in the event of a conviction.

Mr. Hutchinson fined each defendant \$5,000, with the alternative of six months' hard labour.

HONGKONG SANITARY
BOARD.

THE DRAFT ESTIMATES FOR 1920.

A COMPLAINT AND A PROTEST.

The fortnightly meeting of the Hongkong Sanitary Board was held yesterday evening under the presidency of Mr. A. Gibson. There were also present the Hon. Mr. E. R. Hullifax, the Hon. Mr. C. G. Alabaster, O.B.E., Mr. F. B. L. Bowley, Dr. F. M. Ozorio, Mr. Chnn Kai-ming, Mr. S. W. Tso, Mrs. A. D. Hickling, O.B.E. (M.O.H.), and Mr. W. H. Woolley (Secretary).

The CHAIRMAN, referring to the draft estimates for 1920, said there had been barely time to get the amended estimates circulated round the members of the Board. The whole of the estimates, however, had been gone into very carefully by the committee appointed to consider them and certain additions to the original estimates had been made. He wished to get the estimates through that month and if the Board wished to discuss them they could move that the Board go into committee, or, if it was agreeable to them, they might pass the estimates *en bloc*.

Mr. ALABASTER: I am not sure whether I have seen this report.

The CHAIRMAN: I am not sure you have.

Dr. OZORIO: Would you mind reading it out?

The CHAIRMAN: The Committee recommended, that the following additions be made:—

Personal Emoluments:—One Sanitary Inspector for Sham-sui-poi; one Sanitary Inspector for Kowloon City; one Sanitary Inspector for Shaikwan and Quarry Bay; one Spare Sanitary Inspector for the four districts.

Four interpreters for the foregoing Sanitary Inspectors; six scavenging houses have been in the Chairman's "should have been in the Estimates but it was forgotten when the original estimates were drawn up."

Other Charges:—Uniforms for the four Sanitary Inspectors and for the four interpreters; house allowance for the four Sanitary Inspectors.

Public Works Extraordinary:—The abolition of all privately owned public latrines in the crowded parts of the city and the substitution thereof of water-flushed trough closets is strongly recommended.

That men and women's bath houses be provided in Yau-mai and Hung-hom, and that the accommodation in the existing bath houses at Second Street and Sheung Fung Lane be enlarged.

Dr. OZORIO stated that two years ago it had been recommended in the Estimates that the clerk to the Secretary should get a rise in salary. Did he obtain that rise?

The CHAIRMAN: You mean the Head Clerk.

Dr. OZORIO: Yes, the clerk who worked under Mr. Bowen-Rowlands.

The CHAIRMAN replied that the chief clerk's post had been raised to Grade 1.

Mrs. HICKLING: Is there a bath house to be provided at Wanchai?

The CHAIRMAN: That is in the original estimate.

Mr. BOWLEY moved that the report as submitted by the Committee be adopted. He said the changes recommended were very modest indeed. They did not represent what the Board wanted but what they thought they might get. With regard to the increase of the staff, at present the outlying districts of Shaikwan, which included Quarry Bay, the whole of Kowloon City and Kowloon Bay, Sham-sui-poi and the districts extending to Lai-chi-kok, were under the control of Police Sergeants or Inspectors who acted as Sanitary Inspectors within those districts. That system, the Committee thought, was not at all satisfactory. It was perfectly clear that the Police in this Colony had plenty to do in attending to their ordinary work to prevent and detect crime, without having the duties of Sanitary Inspectors thrust upon them. He had spoken to the Captain Superintendent of Police with regard to the Police Sanitary Inspectors and he told him that he would be very glad to see the Police Sanitary Inspectors relieved of their Sanitary duties. He understood that the Police officers themselves would be very glad to be relieved and he understood that it would not make any difference in their emoluments. Therefore, from the Police point of view, there should be no objection to the employment of regular Sanitary Inspectors. The districts of Quarry Bay and Shaikwan were growing rapidly into populous districts and it was desirable to have full-time, experienced Inspectors. Kowloon City district was growing and they hoped would grow very rapidly, and under the reclamation scheme its growth would not doubt be very rapid; therefore it required a full-time Inspector. The same remarks applied to the very busy and growing districts of Sham-sui-poi and Lai-chi-kok. During the past eleven years the Government had undertaken the care of the new territories which were on this side of the hills, extending along the old Kowloon frontier, were within the jurisdiction of the Board. He feared that for various reasons, the Board had paid scanty attention to the needs of those districts and it seemed to him that there were some officials of the Government who thought that because men were poor and living in country villages it was not necessary to worry about them. It seemed to him that it was the duty of the British Government to look after the man because he was poor and because there was no one to take care of him except the

Government officials. He thought a great deal of good work could be done by the

Sanitary Inspectors if they went systematically round the villages and saw that the most flagrant nuisances were removed. It did not require great expenditure, but only a little personal attention. He had one particular incident which would serve as an example. It was an experience which was typical of the whole thing. Some time ago he was walking on the other side of Kowloon Bay and went to a village near Lyman. There was a small village school where a number of children were industriously studying the Chinese vernacular. They were very happy and very busy. Outside the school there was a conglomeration of something putrid and a host of flies were very happy and busy digging up whatever there was outside the school, and no doubt communicating disease to the children in that school. If they had an energetic Sanitary Inspector in the rural districts, things like that and other nuisances would be obviated. The whole of the outlying districts certainly required very careful attention. He could not agree with the Assistant Medical Officer of Health that the water from the wells between Sham-sui-poi and Lai-chi-kok, drunk by the Chinese, was good and that the wells were in proper order. With regard to the abolition of privately owned public latrines in the city, these were a nuisance and anathema to the City. All the latrines were dry latrines and were bad. To have such insanitary nuisance right in the heart of the city seemed to him a monstrosity of the 19th century. They must be replaced by water flushed closets. With regard to wash houses there were at present three houses for men and women at West Point, also in the Western and Central districts, and there was a wash-house for men at Wanchai. There were no other wash houses in the whole of the Colony. These wash houses were very much appreciated by the Chinese men and women, especially the poorer classes who had no other wash houses to go to, because the tenement houses had no provision whatever for bathing purposes, etc. It seemed to him that the Chinese population should be encouraged as much as possible in cleanly habits. They wanted wash houses for women at Wanchai, and wash houses for men and women at Yau-mai and Hung-hom. No doubt other wash houses would be constructed later on.

Mr. ALABASTER seconded the adoption of the report of the sub-committee.

The CHAIRMAN said that there was one point in connection with Mr. Bowley's speech to which he wished to draw attention. He did not think it was fair to the Sanitary or any other Government Department to state that they were neglecting the poor people. He thought there was actually far fewer poor people in the villages than in Hongkong. Villagers were usually well off in comparison with townsmen as the latter had to live in stuffy houses and on staircases, etc., while the villagers had their own houses.

Mr. BOWLEY replied that he had not intended to cast a reflection on the Sanitary Department, because it had always been struggling with an inadequate staff and insufficient means to do its best.

Dr. OZORIO: Has Kowloon City been brought under the jurisdiction of the Board? It was not some time ago?

The CHAIRMAN: It has.

The adoption of the report on the Draft Estimates was carried unanimously. The rest of the business was purely formal.

"WHEN THIEVES FALL OUT"

SEVERAL BAD CHARACTERS
IMPRISONED.

Arising out of a quarrel between thieves, information reached the Yau-mai Police of the perpetrators of several thefts, and Sergeant Murphy had the satisfaction of arresting several bad characters. The men were charged before Mr. R. O. Hutchinson at the Magistracy, yesterday, with separate offences.

One youth was charged with being in unlawful possession of a quantity of iron, well known to have been stolen. Sergeant Murphy stated that a gang of five men broke into a godown at No. 40, Canton Road, and stole a quantity of iron. This iron was put on board a junk and taken to Cheung-shan-wan, where the thieves attempted to dispose of it to a marine hawk. As he refused to purchase the iron it was then dumped into the sea. A little boy, charged with assault in connection with the same case, was put into a cell, but escaped through the window. He and the defendant slept in the street and prowled about in the early mornings for unlawful purposes.

Mr. Hutchinson sentenced defendant to one month's hard labour.

In connection with the above case two Chinese were charged with disorderly conduct, one of them being also charged with returning from banishment.

Sergeant Murphy stated that one of the defendants was a leper.

Mr. Hutchinson: He looks it.

Sergeant Murphy: I am positive. I think he had better be discharged because even if he is convicted he will not be admitted into jail. I think the best thing is to send him to the hospital and there get a certificate that he is a leper, and then send him out of the Colony.

Defendant was accordingly discharged.

With regard to the returned banished man it was stated that he was banished only three weeks ago for ten years.

Mr. Hutchinson sentenced defendant to 12 months' hard labour and four hours' stocks.

Two other Chinese pleaded guilty to breaking into a godown at Yau-mai.

Mr. Hutchinson sentenced each defendant to three months' hard labour.

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There is a very pronounced and definite public opinion now in this country concerning the Dodge Bros. Car.

People seem to know that Dodge Brothers' idea, from the very first, was that if they built the Car right, nothing else mattered. It is the quality revealed in its performance which makes the price impressive. People are attracted by something more than price; it is the internal and external excellence which characterises the Car.

The high price it demands when sold second-hand increases the respect in which the Car is held.

It would be hard to find a truer test of enduring worth. People are not eager for used Cars unless they know that such Cars have before them a long life of satisfactory service.

And so the Dodge Brothers Car is bought, not upon price, but upon the quality and value that it embodies.

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ANTARCTIC DEVELOPMENT. INTERVIEW WITH SIR DOUGLAS MAWSON.

Sir Douglas Mawson, formerly leader of the Australasian Antarctic Expedition, has been engaged for 31 years on war work for the British Ministry of Munitions. In the course of an interview he expressed the hope that the Peace Conference would find time to deal definitely with the allocation of the Antarctic lands. He felt sure that those lands were going to prove of very considerable economic value in the near future.

The oil from those regions played a very important part in the making of munitions, continued Sir Douglas. "For instance, the whale oil yields great quantities of glycerine for high explosives. I think that we might fairly claim that the section of the Antarctic between 90 deg. and 100 deg. east should be under the control of Australia. Once whaling sealing is commenced in earnest there will have to be some control. There are immense areas of coal-bearing country in Antarctica, but I do not think they will be developed for a very long time to come—the difficulties are too great—but whaling and sealing are things of the near future. The part of Antarctica opposite Australia is not so easy to work as that to the south of the Falkland Islands, owing to the lack of islands like South Georgia to serve as bases, but the difficulties can be overcome. Generally speaking, I look forward to considerable developments in the Antarctic regions.

While absent from Australia, Sir Douglas Mawson devoted a good deal of attention to the question of the utilisation of brown coal, and he feels sure that wonderful results could be obtained by the distillation and carbonisation of such coals in Australia.

IMPERIAL PREFERENCE.

Lord Beauchamp addressing the North-Western Counties branch of the Free Trade Union at Manchester, said that Imperial Preference was merely a kind of superficial and respectable Imperialistic veneer for what were essentially the selfish interests of certain individuals. It had been condemned at the General Elections. There was hardly a direction in which he could give preference to the Dominions and Colonies without injuring the trade of those men who had stood by our soldiers during the last four and a half years. It would be a poor reward to the Belgians and the French for the services they had rendered to the Allied cause.

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GENERAL INVITATION

—TO THE—
HONGKONG PUBLIC.

"MORAL SUICIDE"

Will be screened at the VICTORIA on THURSDAY (12th). Nothing that we can say about this picture would adequately describe it. It is the most wonderful film that has been released for many a year.

It has no peer, and ranks as the greatest achievement in photoplay production. The theme is out of the usual, treated in an unusual way, and is a scathing depiction of man, his downfall and his regeneration.

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MINING WARFARE.
AMUSING EPISODES.

Much has been published of gallant work done by different branches of the Army on the Western Front, but official records have hitherto prohibited any details appearing of the dangerous performances of the mining unit, in which men drawn from the colliery districts played so prominent and valuable a part. The veil has now been lifted by the Army Council giving its authority to the delivery of a detailed lecture on the subject to the Institution of Mining and Metallurgy by Major H. Standish Ball, R.E., late Assistant Inspector of Mines, General Headquarters, France. The meeting took place at Burlington House, on April 10th, and was presided over by Mr. Hugh F. Marriott.

Major Standish Ball dealt with all phases of the work of the miner, and illustrated his discourse with lantern slides. He said that owing to the state of trench warfare on the Western Front at the end of 1914, and the signs of hostile mining activity it was decided that underground warfare should be instituted. Mining operations were commenced in December, 1914, but owing to the huge programme of work of the Royal Engineers, already in hand, these did not at first prove successful. It was then decided that enlisted miners should be sent to the colliery districts to be employed. The first body of miners to form the nucleus of the 10th Field Company, Royal Engineers, was despatched in February, 1915, and by the end of June, 1916, there were actually twenty-five Imperial companies, and seven Overseas companies actively engaged—approximately 25,000 men.

Amusing incidents marked the advent of these specially-enlisted men from the pits. Some of them imagined that they would be taken to and from their work in motor-cars, and this and similar myths were the cause of much merriment on the part of the regular troops. The officers in the companies were more cosmopolitan than in any other unit. For mining operations a complete knowledge of the geological nature of the ground was essential. Records showed that the Germans had made the most complete and accurate geological survey of the whole front.

CANARY'S FATE IN NO MAN'S LAND.
In the early days all our operations were more or less of a defensive character, and it was a point of great importance to know which parts of the line should be guarded first. The geophone was the best instrument devised for determining direction. The use of the geophone was not an enviable one, and the electric detector was accordingly adopted. As many as fifty galleries were counted up to the switchboard of a certain listening chamber situated in some quiet position behind the mining system. Sounds sometimes carried an extraordinary distance, in one case being heard in a shift of the mine being driven in a second shift, 1,700 ft. away, with the mine being driven in a large number of galleries, each company was provided with several mine rescue stations.

After the explosion of a mine it was the duty of these men to don their apparatus and test for the presence of gas by means of canaries or white mice. An amusing but pathetic tale was told of the fate of a mining canary. This bird escaped from its cage in an officer's dug-out, and flew into the middle of No Man's Land, where, alighting on a bush, it began to sing. Consternation was caused in the British lines for the discovery of the bird by the enemy would indicate to them the presence of mining operations, and would mean the undoing of the work of weeks. The infantry in the trenches were, therefore, immediately ordered to open fire on the canary, but it continued singing, heedless of the bullets which whistled around it. It was not until the trench-mortars were called on to assist that a well-placed shell wiped out completely the bird, the bush, and the song.

The first mining in 1915 was in connection with the operations on Hill 60. In 1916 and 1917 they played a more and more important part. The most active month was June, 1916, when on all the fronts the British blew 101 mines and the Germans 126. The life of the miner was not without its moments of excitement, and many underground encounters with the enemy took place. Early one morning a small hole was discovered in the top of one of our galleries, through which voices could be plainly heard. It was decided to put in a charge, and to arrange the tamping that the officer could crawl over, enlarge the hole, and investigate the hostile gallery. Whilst this was being done the enemy flashed a light through, causing the officer to finish the detonating of the charge in the dark. During the period he was lying on the ground arranging the leads, the light was flashed full upon a part of the roof falling in owing to the enemy being on the top. In spite of this, the officer was able to finish the work, and the mine was fired successfully.

A MYSTIC MESSAGE.
On another occasion a party of men were entombed in a gallery during a heavy bombardment, when part of the gallery became completely filled with water. Volunteers dived through this water for a distance of 30 ft. to get to the pump, and were able to clear the gallery of water and restore the ventilation, so enabling a rescue to be effected after an entombment of eighteen hours.

But even in the most exciting moments the miner was not without a sense of humour. During the tour of an officers' patrol in No Man's Land one night, sounds of moaning were heard at a shallow depth at a portion of the line where we had no immediate underground defence. As it was essential that the enemy should be stopped, it was decided that a volunteer party should dig down from the surface into the man's supposed gallery, while camoufflets were blown in each underground system at a position where the source of the gallery was supposed to be.

The following night the party proceeded to the shell hole where the sounds had been heard and proceeded to dig. The

(Continued on fourth page column.)

FUTURE WARS.

SMALL IMPORTANCE OF MAN POWER.

GENERAL MONASH'S VIEW.

Lieutenant-General Sir John Monash, the Commander of the Australian Imperial Force, speaking at a luncheon given in his honour gave it as his opinion that scientific preparation and equipment would be of more importance than man-power in future wars; man-power itself was the last thing to be considered. Other speakers referred to the proposal that there should be a great march through London by Colonial troops before they left for their homes.

The Chairman, in proposing the toast of the guest, said that he would like to take advantage of the presence at that gathering of representatives of all the Dominions of the Empire to express his regret that some steps had not been taken to wish "God-speed" to the Dominion troops on their departure from the Mother Country. It was unfortunately true, he said, that they lacked imagination, otherwise it would not have been possible that an occasion of such unique importance in our history as this should be allowed to pass without something being done in recognition of the men from the distant parts of our Empire who had fought with us for four and a half years.

Lord Denham, in supporting the toast, emphasised the desirability of seeing that there was a march of the Dominion troops through London before they left these shores. He thought it would be a great misfortune if they were not done. It would be a great opportunity for the people of the capital city of the Empire to publicly express their gratitude to the Dominion troops; to do otherwise would be to let a great imperial opportunity go by. He could not believe that the Secretary of State for War, who was certainly not without imagination, would let this great opportunity go by.

General Monash, in responding, said that the Australian community of only five million people had enlisted a voluntary Army of no fewer than 418,000 men and women. The Australian Forces had distinguished themselves on land, on sea, and in the air. It had put into the field a complete division of troops, besides a Camel Corps and other Forces in Egypt and the East, and was the only Dominion that had equipped and maintained its own complete flying force. The Australian army was, from first to last, a purely voluntary force, and was, in fact, the only voluntary army among all the combatants in this war. He did not wish to be supposed to be taking sides on the issue of conscription, or to appear to agree or disagree with Australia's action in having rejected conscription, but the fact remained that the voluntary character of the Australian army was one of the principal factors in its prestige, and that it placed on the Australian soldier a moral obligation which he had not failed to fulfil. The experience of this war had shown that the Australian had the true war instinct and that the practical training of the citizen forces of the Commonwealth, while it had not given them all that was necessary in the way of technique, had endowed them with the quality and had justified their years of training in the handling of men in the mass and directing their efforts to one common purpose. Not the least of the influences which had operated with them was the magnificent and inspiring example of the original British army, which left these shores for France in 1914.

One of the outstanding lessons of our experiences of the last four or five years was that in the preparation for war man-power was last in the order of importance. It might be an unpopular and heretical thing to say, but he was convinced that scientific preparation and equipment were more important than man-power itself. After the South African War there was a tendency on the part of our public men to believe that so many hundreds of thousands of armed men were all that was required to constitute an army. We had proved in this war that mere man-power by itself was the last thing to be considered, and that the training of the individual man was in itself the last thing in the degree of importance. Of course the training of the individual did matter a good deal, but what he meant was that it came last. He would like to have every ounce of effort concentrated upon the maintenance of a high standard of military education of the staff and the scientific preparation of adequate equipment. We might get a man ready for service in three or four months, but we could not get a gun ready in three or four months. In the Army Corps which he commanded there were no fewer than 1,500 guns, and which required no less than twenty train loads of ammunition for a single day's firing, without taking into consideration the varieties of calibre and the multiplicity of forms of equipment of attack and defence. He did not say that we should not continue the system of training large bodies of men for war, but what he wanted to emphasise was that we must spend the greater part of our energy and effort and money in adequate equipment and in the maintenance of a highly qualified body of staff officers.

camoufflets were blown at the appointed hour, but nothing was heard for some hours as to the fate of those in No Man's Land. Finally a code message came through, ending with the words "Johnny Walker." The first part of the message gave the welcome news that the enterprise had been successful, and that several hundred feet of the enemy's trenches had passed into our hands. But no meaning could be given to the words "Johnny Walker," until it was discovered that they referred to a well-known whisky advertisement and meant, "still going strong." (Laughter.)

By means of lantern slides of aeroplane photographs the lecturer indicated the many traps laid by the enemy in order to divert troops and tanks to places where mines were laid.

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SHIPPING NEWS

ARRIVALS.

June 9th.

Brisbane, British str., 716 tons, Capt. McCallan, from Wuhu, which port she left on June 4th, with a cargo of rice.—Carmichael & Clark.

Chien Maru, Japanese str., 933 tons, Capt. Ikeda, from Hongay, which port she left on June 7th, with a cargo of coal.—M.B.K.

Chongva, Chinese str., 538 tons, Capt. Weatherhead, from Haiphong and Pakhoi, with a general cargo.—Hing Lee & Co.

Chuen On, Chinese str., 234 tons, Capt. Jorge, from Hoihov, with a general cargo.—Luen Yick & Co.

Daitoku Maru No. 5, Japanese str., 691 tons, Capt. Hirano, from Haiphong, which port she left on June 8th, with a general cargo.—O.S.K.

Ming-shun, Chinese str., 366 tons, Capt. Norik, from Shanghai, which port she left on June 8th, with a general cargo.—Sam Peh S.S. Co.

June 10th.

Drufar, Norwegian str., 1,102 tons, Capt. Hjorth, from Bangkok and Swatow, with a cargo of rice.—Thorson & Co.

Hoiping, Portuguese str., 445 tons, Capt. Noronha, from Kwong Chow Wan, with a general cargo.—Saun Lee.

Hung On, French str., 292 tons, Capt. Raschetro, from Tourane, which port she left on June 8th, with a general cargo.

Manapouri, British str., 1,238 tons, Capt. Jones, from Whampoa, with ballast.—Moller & Co.

CLEARANCES.

June 9th.

Amakusa Maru, for Keelung.
Ah Pit Tai, for Hoihov.
Canada Maru, for Tacoma.
Chenau, for Tsingtao.

Choy Sang, for Shanghai.
Fau Sang, for Swatow.
Hop Sang, for Canton.
Jade, for Haiphong.

Kanau, for Canton.
Kanshou, for Singapore.
Kango, for Hoihov.
Kwai Wah, for Tourane.

Kwai Sang, for Kobe.
Kwang Lee, for Canton.
Medway, for Tarakan.
Nam Kam, for Haiphov.

Nanking, for Vladivostok.
Pailia, for Balikpapan.
Shun Shing, for Kwong Chow Wan.
Singapore, for Wuhu.

Sorachi Maru, for Manila.
Sumatra Maru, for Phourang Bay.
Sunning, for Canton.
Tainko Maru, for Canton.

Takeno Maru, for Keelung.
Tamashima Maru, for Saigoa.
Teau, for Canton.
Teau, for Shanghai.

Tenshen Maru, for Kobe.
Tobolsk, for Vladivostok.
Toyo Maru No. 1, for Hoilo.
Toyo Maru No. 3, for Singapore.

War Drummer, for Batavia.
West Vaca, for San Francisco.
Yang Tie Kiang, for Tourane.
Yuet Shing, for Hongay.

June 10th.

Brisbane, for Canton.
Butoku Maru, for Hongay.

Chinhua, for Bangkok.
Fushima Maru, for Kobe.

Haikong, for Foochow.
Hsin Chang, for Canton.

Kaiping, for Shanghai.
Koyo Maru, for Keelung.

Lumina, for San Francisco.
Ming Shih, for Canton.

Mo Hou, for Haiphong.
Sengui, for Swatow.

Tanant, for Liverpool.
Tantou, for Wuhu.

SHIPPING ITEMS.

The Empress of Russia reached Vancouver on May 30th.

The Empress of Japan sailed from Vancouver on May 29th, and is due at Yokohama on June 12th.

The N.Y.K. s.s. Fushimi Maru left Manila for this port on June 9th, and is expected here to-day.

The N.Y.K. s.s. Yokohama Maru left Shanghai for this port on June 9th, and is expected here to-morrow.

The N.Y.K. s.s. Koyoku Maru left Moji for this port on June 9th, and is expected here on June 14th.

WEATHER REPORT.

June 10th, 1919.—Warning to Hongkong Coast Ports, etc.—Typhoon in Lat. 14 deg. N. Long. 124 deg. E. moving N.W. at 4 to 8 miles per hour.

June 10th, at 12:15.—No returns from Japan, Vladivostok, Weihaiwei and the majority of stations in the Philippines. Pressure has decreased considerably at Manila and slightly to moderately elsewhere. A depression covers Tongking, and the typhoon appears to be situated about 150 miles to the east of Manila, moving slowly north-westward.

Hongkong rainfall, for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 16.35 inches, against an average of 23.41 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.
Hongkong to Gap Rock S.E. or variable winds; moderate; fair.

Formosa Channel The same as No. 1.

South Coast of China between Hongkong and Lamooka The same as No. 1.

South Coast of China between Hongkong and Hainan The same as No. 1.

HONGKONG TIDE TABLE

From 11th to 13th June 1919.

Day of Week	Tide	H'kong Standard Time	Heights	H'kong Standard Time	Heights
			ft. in.	ft. in.	ft. in.
Wed.	11	7 34	6 5	1 4	2 9
Thur.	12	9 13	4 1	2 49	1 4
Fri.	13	10 3	4 1	3 34	1 0
Satur.	14	10 49	4 1	3 58	0 7
Su.	15	9 23	7 3	3 16	3 1
Mon.	16	10 8	7 3	3 50	3 2
Tues.	17	0 31	2 9	5 47	0 5
		10 49	7 2	6 28	0 8

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	—	—	10th June	JAVA
TJIPANAS	JAVA	—	12th June	—

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

YORK BUILDING, 1st Floor.
Telephone No. 1874.

JAVA-PACIFIC-LYN.

FOR SAN FRANCISCO direct

S.S. "BINTANG"

will be despatched as above on or about

JULY 20th, 1919.

For freight apply to:—

JAVA-CHINA-JAPAN LYN.

Agents.

P. & O. - BRITISH INDIA & AFAR LINES

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE ETC.

SAILINGS FOR
MARSEILLES AND LONDON
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
NEURALIA	—	30th June	8th July

FOR BOMBAY VIA STRAITS & COLOMBO.

"DUNERA" 8th July Due Bombay about 25th July

FOR CALCUTTA VIA STRAITS & RANGOON.

"ARRATOON APCAR" 13th June, 10.30 A.M. Due Calcutta 3rd July

FOR SHANGHAI MOJI KOBE, etc.

"JAPAN" 19th June SHANGHAI & KOBE.
"DUNERA" 24th June SHANGHAI Only.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central HONGKONG.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE

S.S. "WEST MUNHAM"

will be despatched on or about JULY 2nd.
for SEATTLE, TACOMA, & PORTLAND.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" ... About August 1st.

"WEST HEMATITE" ... August 10th.

For SEATTLE, TACOMA & PORTLAND.

"WEST CELINA" ... August 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

TELEPHONE 2477 & 2478. Fifth Floor, HOTEL MANHATTAN.

Y. K. K.

YAMASHITA

KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANTO MARU No. 1...

NANTO MARU No. 2...

NANTO MARU No. 3...

SODEGURA MARU...

KYODO MARU No. 13...

TAMON MARU No. 1...

ASOSAN MARU...

CHEIAN MARU...

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG, BANGKOK

AND OR

SINGAPORE.

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,

AGENT,

Top Floor, Kine's Building.

TEL. 140 and 155.

KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, PORT SAID, CALCUTTA, RANGOON, SHANGHAI, COLOMBO, SINGAPORE, YOKOHAMA, MANILA, CEBU, HONGKONG, SHANTUNG, TIENTSIN, PEKING, TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

OHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

CANADIAN PACIFIC OCEAN SERVICES LIMITED

THE CANADIAN PACIFIC RAILWAY COMPANY

announce the augmentation of the present double daily train service by a third Trans-Continental train—

THE TRANS-CANADA LIMITED.

The new train will leave Vancouver

DAILY FOR MONTREAL

Connecting for all points in Eastern Canada and United States.

RUNNING TIME VANCOUVER TO MONTREAL

93.15 hours.

The "TRANS-CANADA LIMITED" will be devoted to First Class Sleeping Car passengers and will consist entirely of Compartment Observation and Standard Sleeping cars. Dining car and Baggage cars.

P. D. SUTHERLAND,

General Agent, Passenger Department.

Hongkong, June 7th, 1919.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

NOTICE.

R.M.S. "EMPRESS OF ASIA"

will sail

THURSDAY, JUNE 12th, at 12 Noon.

from her buoy.

IMPORTANT.

Visitors are specially requested to leave the ship by 11 a.m.

C. P. O. S. LTD.

FOR NEW YORK

BLUE FUNNEL LINE.

S.S. "EURYADES"

for NEW YORK via PANAMA, on July 5th.

For Freight and further particulars, apply to—

BUTTERFIELD & SWIRE,

Agents.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

HAIPHONG via HOIHOW	STEAMERS	TO SAIL
SANDAKAN	"TAKRANG"	Thurs., 12th June, 8 A.M.
SINGAPORE	"CHUNSIANG"	Thurs., 12th June, Noon.
SHANGHAI	"HOONGSIANG"	Thurs., 12th June, 3 P.M.
MANILA	"LOONGSIANG"	Fri., 13th June, 11 P.M.
STRAITS & CALCUTTA	"KUMSIANG"	Fri., 13th June, 2 P.M.
SHANGHAI	"TUNGSHING"	Sat., 14th June, 3 P.M.
HAIPHONG	"CHEONGSHING"	Fri., 20th June, 11 P.M.
MANILA	"YUENSANG"	Fri., 20th June, 3 P.M.

CALCUTTA LINE:—This Line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihov when inducement offers.

SOERABO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuantan, Labuan, Tawau and Labad Duta.

TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS SETTLEMENTS PASSPORT REGULATIONS All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

THE ROYAL R.M.S.P. MAIL STEAM PACKET CO

OWNERS OF THE "SHIRE" LINE OF STEAMERS

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND

INTERMEDIATE PORTS

Please Apply to—

JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to RHINA DELAGO BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to RHINA DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
or to Messrs & Co., Canton.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	SO SAIL
CHINKIANG & WUHU	"TAMU"	On 11th June, D'light
HANKOW	"YONG"	On 11th June, Noon
HANKOW	"YUNNAN"	On 11th June, Noon
SHANGHAI	"SHANGHAI"	On 11th June, Noon
SHANGHAI & TIENTSIN	"SUNNING"	On 11th June, Noon
SHANGHAI & TIENTSIN	"YINGHONG"	On 11th June, D'light
SHANGHAI & TIENTSIN	"KUEICHO"	On 11th June, Noon
SWATOW & SINGAPORE	"LINAY"	On 11th June, 11 A.M.
SWATOW & SINGAPORE	"CHANGCHOW"	On 11th June, 11 A.M.
SHANGHAI	"SHENKANG"	On 11th June, Noon
SHANGHAI	"SUIYANG"	On 11th June, Noon

SHANGHAI LINE-PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular sailing service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE-Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Agents.
Telephone 28

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 8 to 10 Days).

"QUINNEBAUG"	Capt. J. Medina	FRIDAY,	13th June, at 10 A.M.
"HATTAN"	Capt. A. H. Stewart	TUESDAY,	17th June, at 1 P.M.
"HAITHONG"	Capt. J. W. Evans	FRIDAY,	20th June, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS LAPRAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"EQUADOR," "VENEZUELA" AND "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

S.S. "ARCHER" will sail for Vladivostok, Seattle, San Francisco and New York	on or about June 15th, 1919.
S.S. "VENEZUELA"	June 15th, 1919.
S.S. "EQUADOR"	July 16th, 1919.
S.S. "COLOMBIA"	Aug. 23rd, 1919.

These Steamers have the most modern equipment, including Overboard Electric Fans and Electric Lighting. ALLOWER BEATERS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the attention on passengers cannot be overestimated. Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, Ltd. For further information rates, literature, schedules, etc., apply to COMPANY'S OFFICE in Alexander Buildings, Canton Road. Telephone 41.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR
MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NEURALIA	...	30th June	8th July

FOR
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	8th July	25th July

FOR
CALCUTTA VIA STRAITS & RANGOON.

ARRATON APCAR ... 11th June, 10.30 A.M. | 3rd July

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI & KOBE
JAPAN	19th June	SHANGHAI Only.
DUNERA	24th June	SHANGHAI Only.

Tickets Interchangeable.
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.
22, Des Voeux Road Central, HONGKONG.

N. Y. K.
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

FUSHIMI MARU	...	Sunday, 22nd June, at 11 A.M.
KATORI MARU (calling Manila)	...	Sunday, 16th July, at 11 A.M.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

YOKOHAMA MARU	...	Friday, 13th June, at Noon.
TAMBA MARU	...	Friday, 27th June, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	...	Wednesday, 25th June, at 11 A.M.
NIKKO MARU	...	Wednesday, 2nd July, at 11 A.M.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOKIWA MARU	...	Sunday, 15th June.
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BOMBAY & COLOMBO via Singapore.

KOSOKU MARU	...	Saturday, 14th June.
SHINYU MARU	...	end of June.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU	...	Wednesday, 25th June.
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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU	...	Thursday, 19th June, at 11 A.M.
AKI MARU	...	Saturday, 19th July, at 11 A.M.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU	...	Monday, 16th June, at 11 A.M.
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EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc).

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 226 & 227.
S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
PERHIA MARU	8,000	June 15th.
KOREA MARU	8,000	June 25th.
NIPPON MARU	11,000	July 7th.
TENYO MARU	8,000	July 20th.
SIBERIA MARU	8,000	July 29th.
SHINTO MARU	8,000	Aug. 13th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BAIEA, CALLAO, ARICA AND IQUIQUE.
THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	11,800	July, 14th.
ANYO MARU	15,800	Sept. 10th.
SHIYO MARU	14,000	Nov. 4th.

These are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—
T. DAIGO, Manager,
King's Building.

Telephone 1274 and 1275.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"NERA" 10,000 "ANDRE LEBON" 12,000 "PAUL LECAT" 12,000	On or about 17th June On or about 24th July On or about 16th Aug.

MARSEILLES VIA HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOUI, SUEZ, PORT SAID.
"NERA" 10,000 On or about 17th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET,
Acting Agent,
Queen's Building.

Telephone 740.

O. S. K.
OSAKA SHOSHEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.
"ANDES MARU" ... Saturday, 21st June
Call Marseilles.
"ALTAI MARU" ... End of July.
GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.
"SIAM MARU" ... Sunday, 15th June.
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.
"HAWAII MARU" ... Wednesday, 25th June.
BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"SIAM MARU" ... Sunday, 15th June.
SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.
"KORSO MARU" ... Wednesday, 9th July.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"MEXICO MARU" ... Saturday, 21st June.

HAIPHONG—Three times a Month service.
"DAITOKU MARU" ... Sunday, 15th June.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.
"HAWAII MARU" ... Friday, 13th June.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.
"KOSHU MARU" ... Thursday, 19th June, at 4.45 a.m.

For KEELUNG via SWATOW and AMOY.
"KAIYO MARU" ... Sunday, 15th June, at 10 A.M.

For sailing dates and further particulars please apply to—
Y. YASUDA,
Manager,
No. 1, Queen's Building.
Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (14,000 tons, American Registry) "CHINA" (10,800 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.
"NANKING" Aug. 18th, 1919. "CHINA" July 2nd, 1919.

[An unsurpassed high-class passenger service.]

O. H. KITTER, Freight and Passenger Agent
Los House Street, Tel. 1943.
Prison's Buildings

